

SMUGGLING

THE TAX BILL IN THE HOUSE.

Non-Concurrence in the Senate's Amendments Reducing the Cotton Tax to Two Cents and Allowing Railroad and Gas Companies to Add the Government Tax.

Proposed Establishment of Mail Steamship Lines Between the United States and Europe.

Passage in the House of the Bill to Prevent Smuggling.

Senatorial Consideration of the Franchise Question in the District of Columbia.

Circular from the Secretary of the Treasury in Relation to Redemption of Certificates of Indebtedness.

THE TAX BILL IN THE HOUSE.

The House to-day concurred in nearly all the Senate's amendments to the Tax bill—over six hundred of them—

but the larger number of a mere verbal character. Among others the House non-concurred in the amendment proposing a tax of ten dollars instead of four dollars per thousand on cigarettes, cheroots and cigars;

providing that corporations or persons having the care or management of toll roads, ferries or bridges shall have the right to add the tax to their rates of fare; and the amendment which in effect restores the income tax to what it now is. The only one of the exceptions mentioned in this list which postpones from July to August the State bank tax. The few points of disagreement between the two houses will be adjusted through a committee of conference.

SMUGGLING IN THE DISTRICT. The annual address of the Senate was somewhat dispensed to-day by the consideration of the negro suffrage bill for the District of Columbia and the repeal of the law retroceding Alexandria to the State of Virginia.

REDEMPTION OF CERTIFICATES OF INDEBTEDNESS. The following circular was issued to-day by the Secretary of the Treasury:

NOTICE is hereby given to holders of certificates of indebtedness issued under acts of Congress approved March 1 and 17, 1862, that the Secretary of the Treasury, in accordance with said acts and the terms of such certificates, is prepared to redeem all certificates of indebtedness falling due in August, 1866, with interest thereon, if presented for redemption on or before July 15, 1866, and that thereafter no certificates of indebtedness will be paid on presentation at this office with interest only to July 15.

THE ADJOURNMENT OF CONGRESS. Members of Congress retired as to the probability day of the adjournment of Congress. Some are of the opinion that it will not take place for a month.

PARDON. The President has authorized the issue of a pardon to A. T. Bledsoe, who in the early part of the rebellion occupied the position of Assistant Secretary of War in the Confederate Cabinet. This pardon was earnestly recommended by O. H. Browning and others.

ILLNESS OF MR. WASHINGTON OF ILLINOIS. Representative Washington, of Illinois, who was taken seriously ill a few days ago, is convalescent, and expects in four or five days to resume his seat in the House.

THE ROUSSEAU-GRINNELL AFFAIRS. The general opinion on the street is that the investigating committee will recommend the expulsion of Rousseau. The only thing likely to deter this action is the fear that it would insure his return as United States Senator.

THE BLAINE-CONKLING CONTROVERSY. The Blaine-Conkling Investigating Committee are nearly ready to report, and are said to have decided that Mr. Blaine's letter to Blaine containing charges and imputations against Conkling is not a forgery. The testimony of Stanton and Dana is said to be particularly damaging to Stanton.

THE CHICAGO APPOINTMENTS. As finally agreed upon are—For Postmaster, General T. O. Osborne, vice Hoard; Jesse O. Norton, United States District Attorney, vice Chase; Colonel M. R. W. Wallace, Assessor, vice Peter Page; General Charles W. Hotchkiss, Pension Agent, vice Davis; and Colonel Smith, Bank Commissioner, vice Duhamel. Infelicitous errors are being made to prove Hoard a friend of the administration.

CONFIRMATIONS. The Senate, in executive session, yesterday confirmed the following nominations:

Consul—George W. Bowie, of California, at Canton; Chase, Mueller, of Ohio, at Amsterdam; David H. Strother, of West Virginia, at Buenos Ayres; W. P. Aitwell, of Wisconsin, at Maracaibo; George E. Knapp, of Vermont, at Bremen.

Collectors of Internal Revenue.—N. P. Knapp, for the Thirtieth district of Pennsylvania, and Thomas Orton for the Sixth district of Pennsylvania.

Deputy Postmasters.—Edward H. Shelby, at Rome, N. Y.; Moses S. Wood, at Clinton, N. Y.; Charles H. Hopkins, at Utica, N. Y.; Daniel Hays, at Lafayette, Ind.; Wm. A. Bush, at Berlin, Md.

The Senate confirmed at Lafayette the nomination of John W. McClure to be Consul at Napoleon, Vendee.

THE INDIAN DEPARTMENT. The friends of Mr. O. H. Browning and other interested parties assert that he has been offered the Interior Department and will accept. Trumbull and Yates will both favor his confirmation to get him out of the Senatorial ring.

INDIAN AFFAIRS. Acting Governor, Special Indian Commissioner, reports to the Commissioner of Indian Affairs, under date of Fort Sully, June 12, that councils have been held with the tribes, which were made treaties last fall. They have suffered much during the past winter, some of them having actually starved to death; but, notwithstanding this, they have been very quiet and observed their treaty stipulations faithfully, which was certainly good better. Mr. Guernsey says, that white men would have done under the same circumstances.

The Commissioner of Indian Affairs, in a letter to the Secretary of the Interior, recommends the dismissal of Indian Agent Bryson of the Smith Reservation, California, for having indicted capital punishment upon an Indian who had killed another in that locality, as there is no authority for an agent to act in capital offenses where the civil law is in force.

Vice Consul of Sweden and Norway at Key West, Florida, and August Beck as Consul for Hesse Darmstadt at Chicago, Illinois.

INTERNAL REVENUE RECEIPTS. The internal revenue receipts to-day were \$245,139.

THIRTY-NINTH CONGRESS.

First Session.

SENATE. WASHINGTON, June 27, 1866.

PROPOSED ESTABLISHMENT OF OCEAN MAIL ROUTES BETWEEN EUROPE AND THE UNITED STATES. Mr. ARISTON, (rep. of R. I.), introduced a bill to establish certain ocean post routes between the United States and Europe, and to regulate the transportation of mails thereon and reduce the expenses thereof, which was referred to the Committee on Post Offices and Post Roads.

It establishes three routes, viz.: first, between Boston and Liverpool; second, between New York and Havre via Southampton; and third, between New York and Antwerp via Cuxes. It provides that the compensation per mile on these routes shall not exceed two dollars, provided that the Postmaster General shall not be obliged to accept the lowest bid. The third section requires an average speed of ten miles per hour on coastwise routes, and of fifteen miles per hour on routes of more than ten days' duration; provided a delay of twelve hours in ten days of starting shall be deemed to be a delay of one day.

On route number two extra allowance may be made equal to tonnage dues paid to the port of destination, and on route number three, monthly service on routes number three, and monthly service on the others. Mail agents and carriers of United States mails and of the army and navy, the government or private orders shall be carried free. The government may require an increase in the number of trips, at proportionate rates, on giving one year's notice. The cost of the proposed routes on the several routes is as follows:—Boston and Liverpool, thirteen trips, \$5,900 miles at \$2, \$118,400; New York and Havre, 6,840 miles, \$120,000; New York and Antwerp, 6,140 miles at \$2, \$122,800. Total, \$261,200. The United States postage in 1855 was \$747,923, in 1856 \$722,897, in 1857 \$677,150, and in 1858 \$647,000.

Mr. WARD, (rep. of Ohio), from the Committee on the District of Columbia, reported a bill to repeal the act to extend the charter of the Alexandria and Potomac Company. The object of the bill is to make Alexandria a part of the District of Columbia.

ARMY APPROPRIATION. Mr. WINSTON, (rep. of Ohio), from the Military Committee, reported adversely on the House bill authorizing the Secretary of War to purchase Duganne's tactics for the use of the army.

COMMITTEE OF CONFERENCE ON THE ARMY APPROPRIATION BILL. Messrs. Sherman, Wilson and Yates were appointed a committee of conference on the part of the Senate on the Army Appropriation bill.

TELEGRAPHY. Mr. SHERMAN, (rep. of Ohio), called up a bill to aid in the construction of telegraph lines, and to secure to the persons the use of the same for postal, military and other purposes.

Mr. GIBBS, (rep. of Ohio), moved to amend the first section by striking out the words "that the National Telegraphic Company be organized under the laws of the State of New York, April 16, 1866, shall have the right, &c.," and insert in place thereof "that any telegraph line now owned or to be owned by any State or States under the laws of any State of this Union shall have the right, &c."

Mr. SHERMAN spoke in opposition to the proposed amendment. Mr. BROWN, (rep. of Mo.), in the course of some remarks on the subject of telegraphing, said that in this respect the Postmaster General had shown himself utterly incompetent for the position he holds. His report was general on the subject of telegraphing, and in this report the Postmaster General had shown himself utterly incompetent for the position he holds. His report was general on the subject of telegraphing, and in this report the Postmaster General had shown himself utterly incompetent for the position he holds.

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Mr. WILLY supported the above in a lengthy written speech. He said that the House had no authority to legislate on the subject of suffrage in the States, and would favor nothing but a qualified suffrage in the States. He said that the House had no authority to legislate on the subject of suffrage in the States, and would favor nothing but a qualified suffrage in the States.

HOUSE OF REPRESENTATIVES. WASHINGTON, June 27, 1866.

RAILROAD BRIDGES AT CLEVELAND. On motion of Mr. BOGERTON, (rep. of Ohio), the Senate joint resolution for the construction of a railroad bridge across the Cuyahoga river, over and upon the government piers, at Cleveland, was taken up, read three times and passed.

SMITH CLAIMS. On motion of Mr. KAY, (rep. of Iowa), the Committee on Appropriations was discharged from the further consideration of the Senate joint resolution for the payment of certain Kentucky militia forces, and the Senate bill to settle the claims of the State of Kansas for the services of militia, and the same were referred to the Committee on Claims.

THE SENATE BILL FURTHER TO PREVENT SMUGGLING came up as the unfinished business of yesterday, and was discussed the morning hour by Messrs. Eliot, Humphrey and Hale.

Mr. ELIOT, (rep. of Mass.), moved the previous question. Mr. ELIOT, (dem. of Wis.), wished to offer an amendment to repeal section four of the act of March 1, 1817, concerning navigation, which, he said, operated adversely against the transportation of goods from the West to the East by the competition of Canadian vessels in the carrying trade between ports of the United States.

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CITY INTELLIGENCE.

THE PROPOSED NEW POOR OFFICE.—The Post Office Commission, it is reported, have selected the lower part of the City Hall Park as a site for the proposed new Post Office in this city, subject to certain conditions.

THE ITALIAN CLUB AND THE COMING WAR IN RUSSIA.—Messrs. and Messrs. of the Italian Club of this city have already in support of Italian independence and unity.

RECEIPTS OF CITY RAILROAD AND OTHER COMPANIES.—The following is a summary of receipts for travel on the most prominent city railroad and omnibus lines for the five months from January to May, 1866, inclusive:

Broadway and Seventh Avenue Railroad, \$27,411; Eighth Avenue Railroad, \$201,862; Forty-second and Broadway Railroad, \$1,001,001; Ninth Avenue Railroad, \$27,500; Second Avenue Railroad, \$104,179; Sixth Avenue Railroad, \$308,659; Third Avenue Railroad, \$147,730; Beecher Street and Fulton Ferry Railroad, \$147,730; Fourth Avenue and Harlem Railroad (steam and city cars), \$124,161; Hudson River Railroad Company (steam and city cars), \$49,845; Broadway and Fourth Avenue Stage Line, \$73,000; Bowery and Houston Street Stage Line, \$19,800; Broadway and Cortland Street Stage Line, \$28,220; Broadway and Eighth Street Stage Line, \$12,416; Andrews & McDonough Stage Line, \$100,704; and Murphy & Smith's Stage Line, \$91,813—making a total of \$4,886,817 for five months.

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from his work during the evening. He was a drinking man. An inquest will be held over the remains.

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